



# **FISCAL YEAR 2021 SERVICE UPDATE**

**Service Planning Department  
June 2020**

## **Introduction**

The Southeastern Pennsylvania Transportation Authority presents this service update for Fiscal Year 2021. Normally the Authority would prepare an Annual Service Plan that describes service proposals suggested by the public, government agencies, elected officials and Authority staff, and presents the technical and financial analyses that determine whether the proposals merit implementation. Because of the COVID-19 emergency and the pending Comprehensive Bus Network Redesign (CBNR), the Annual Service Plan is being suspended for this fiscal year. Instead, the supporting information normally included with the plan will be shared for reference.

## **Route and Station Performance Review**

Interested parties should refer to the current *Route Performance Evaluation Report* for an evaluation of two metrics commonly used within the industry, Passengers per Revenue Hour and Cost per Passenger. The former metric is a productivity measure that shows the average number of passengers who board a transit vehicle for every hour of revenue service. Routes with higher per-hour numbers are more productive. The latter metric is a cost effectiveness measure that indicates the per-passenger cost of operating a route, minus passenger revenue. Routes with lower per-passenger costs recover a larger portion of costs via fares.

In the *Route Performance Evaluation Report*, SEPTA Surface Transportation has been broken down into route classifications, as different routes serve different purposes and should be judged by different standards. The route operating contexts are defined as City Routes, Suburban Routes, Arterial Routes, Expressway Routes, Fixed and High Speed Routes and Special Purpose Routes. The results of Passengers per Revenue Hour and Cost per Passenger are charted collectively and, for comparison, by route in the *Route Performance Evaluation Report*.

In this document, the historically used *Route Economic Performance Guideline Standard* is reported, as provided in SEPTA's *Route Operating Ratio (ROR)* Report. Fourteen bus routes fall below the operating performance standards. For City Transit, eight routes fall under the *Route Economic Performance Guideline Standard*. For Suburban Transit, six routes fall below this *Standard*. In the Regional Rail Division, the Airport Line falls below the *Route Economic Performance Guideline Standard*. Regarding Regional Rail Stations, 10 stations presently fall below the guideline of 75 boards or alights per weekday. Regional Rail station counts used in this analysis were taken during 2017.

## **Comparative Evaluation Process**

The *SEPTA Service Standards and Process* document outlines a Service Development process that reflects the overarching goals of the Service Planning Department. These goals are:

- Using the best available data to make decisions that benefit our customers and use agency resources as efficiently as possible;
- Collaboration and coordination with other SEPTA departments and agency partners; and
- Robust and transparent public outreach.

Data Resources used include Automatic Passenger Count (APC), Automatic Vehicle Location (AVL), General Transit Feed Specification (GTFS), SEPTA Key, Route Operating Ratio (ROR) Report. Software resources include ArcGIS, Trapeze and Remix. The *Annual Route Performance Evaluation Report* for all Surface Transportation lines provides comparative evaluation of routes. Interested parties should refer to the current *Service Standards and Process* document for more details about the Service Development process.

## **Regional Rail Evaluation Process**

The Regional Rail Division employs the evaluation process set forth in the Service Standards and Process document. This evaluation will consist of three parts: cost analysis, passenger revenue forecast, and operating ratio analysis.

## **Post-Implementation Evaluation of Previous Route Changes**

The Post Implementation Review section of this document discusses items which were initiated through a prior year's Annual Service Plan process and have been operating for at least one year. These routes have not been previously reviewed in full.

### **BOULEVARD DIRECT**

SEPTA and the City of Philadelphia introduced the Boulevard Direct service in October 2017 in the hopes of providing more efficient and reliable service along the Roosevelt Boulevard Corridor between Frankford Transportation Center and the Neshaminy Mall in Bensalem, Bucks County. The service features enhanced station areas, limited stops, frequent service, and distinct branding. The route itself was modeled after Route 14, which travels the same corridor, making approximately 90 stops. The Boulevard Direct, when implemented, had eight stops (now nine).

Since implementation, the Boulevard Direct has seen slow and steady growth, averaging about 3,000 boards a day. This total is close to that anticipated in the DVRPC study *Alternatives Development for Roosevelt Boulevard Transit Enhancements*. Ridership has grown at each station, with the increases being higher at locations further north on Roosevelt Boulevard.

Time savings of the Boulevard Direct versus similar trips on Route 14 are significant, with end-to-end trips taking about 14 fewer minutes, or 29%, on average. This does, to some degree, explain why a larger increase in ridership at stations located further north on the Boulevard has occurred, as those customers are most able to take advantage of the route's time-savings benefits.

SEPTA and the City plan on extending the service south along Roosevelt Boulevard and Hunting Park Avenue to the new Wissahickon Transportation Center. This service will also include similar service patterns and amenities, and will be modeled after the current Route R.

### **ROUTE 49**

Launched in February 2019, Route 49 was created to serve communities that are geographically proximate to University City, but previously did not have direct transit access to the growing area. The route connects 29<sup>th</sup> and Snyder with 33<sup>rd</sup> and Dauphin, also serving Brewerytown, Fairmount, Grays Ferry and Strawberry Mansion.

Route 49 has reduced travel times by 30 to 50 percent from nearby neighborhoods, by providing a one-seat ride to University City. During the first month of operation, on-time performance registered at 70 percent, dropping as low as 65 percent during the summer. As a result of continuous monitoring, solicitation of customer and operator input, and schedule

adjustments, on-time performance registered at 80 percent in February 2020; the highest monthly rate since service began.

Weekday ridership was estimated to reach 3,150 passenger boards after one year in service. As of February 2020, actual weekday ridership attained 96 percent of projected ridership with 3,024 boards. Weekend ridership was 84 percent of that projected on Saturday and 90 percent of that projected on Sunday. An onboard passenger survey conducted during the fall of 2019 indicated that approximately 25 percent of Route 49 passengers reported being new riders to the system. Ridership will continue to be monitored.

## **ROUTE 88**

Route 88 connects Bethayres and Pennypack Woods with the Frankford Transportation Center through different route patterns.

In August 2018, service through Pennypack Woods was simplified by changing a counterclockwise loop to two-way operation. Route 88 was also extended to the Gregg Street Loop, in order to provide connections with Routes 66 and 70. The new terminus also provides an off-street recovery area for buses and bus operators. Weekday ridership along the extension totals 54 passenger boards, which exceeds the projections of 46 boards. Weekend ridership has netted 95 percent and 79 percent of projected ridership for Saturday and Sunday, respectively. Ridership will continue to be monitored.

## **ROUTES 204, 205 and 206**

These routes all start or started at Paoli Regional Rail Station on the Paoli/Thorndale Regional Rail line, providing last mile connections. The terminus of Route 204 is Eagleville Corporate Center. The terminus of Route 206 is the Commons at Great Valley. The Route 205 ended at Chesterbrook Corporate Center.

This series of changes was included in the FY 2019 Annual Service Plan, but there were delays in implementation. Route 204 is operated as a contracted route and Route 205 was also contracted to the same vendor. The change needed to be coordinated with vendor contract timing and provisions. In addition, it had to be coordinated with a schedule change at Frontier District for Route 206.

The changes implemented on September 3, 2019 were as follows:

- Route 204: Uptown Worthington served on all trips as part of the base route, rather than off-peak and weekends only
- Route 205: Discontinued in its entirety, due to low ridership
- Route 206:
  - Portions of the former Route 205 between Paoli Hospital and Swedesford Road added
  - Discontinued the peak-only service to Uptown Worthington

- Realignment in Great Valley Corporate Center, with service discontinued on Valley Stream Parkway in favor of service on Liberty Boulevard

SEPTA undertook a series of steps to ensure a smooth transition for customers. Staff passed out flyers on every trip two weeks prior to the change. Staff was present at Paoli Station on the day of the service change to make sure customers were getting on the correct bus. As a result of customer conversations, Service Planning made the decision to adjust the 206 schedule during the next Regional Rail schedule change to connect with a morning peak express train rather than a local train. This decision was driven by customer feedback.

Due to COVID-19, neither Spring nor Fall 2020 ridership data will be reflective of actual ridership patterns. For the purposes of this evaluation, Service Planning has opted to compare Spring 2019, which is pre-implementation data to the first schedule period post-implementation, Fall 2019. Ridership decreased from 546 to 474, or by 13 percent in the first schedule period. Ridership typically takes one full year to normalize after a major service change. SEPTA will continue to monitor these routes over time.

## **Annual Route and Station Performance Review**

As defined in the *Service Standards and Process* documents for each operating division, the *Annual Route Performance Review* ranks all of SEPTA's routes for compliance to the established Route Economic Performance Guideline Standards. City and Suburban Transit routes and Regional Rail routes are ranked on an operating ratio basis; Regional Rail stations are also evaluated for compliance to the Station Economic Performance Guideline Standards.

The changes to the *Service Standards and Process* implemented in June 2019 allow for continued annual reporting of Operating Ratio. The basis for determining underperforming routes come from two calculations: Cost per Passenger and Passengers per Revenue Hour. Routes falling below 15% of the average of their route category are subject to further evaluation. Please refer to the proposed *Service Standards and Process* document for additional details.

### **City Transit**

For Fiscal Year 2021, the minimum acceptable operating ratio for City Transit Division (CTD) is 17% **(60% of average City Transit operating ratio of 29%)**. The minimum acceptable operating ratio for City Transit routes with suburban characteristics is 14% **(60% of combined City and Suburban Transit average of 27%)**.

A complete list of City Transit routes ranked on an operating basis can be found in the Appendix. For this update, the following routes fall below the minimum operating ratio standard.

#### **Routes That Rank Below the Minimum Acceptable Operating Ratio for City Transit (17% CTD / 14% CTD Routes with Suburban Characteristics)**

<b><u>Route</u></b>	<b><u>Operating Ratio</u></b>
89	16%
27*	14%
77*	13%
78	12%
49	11%
80	6%
35*	5%
62*	4%

*\* Routes with suburban characteristics*

### **Suburban Transit**

For this update, the minimum acceptable operating ratio for Suburban Transit Division (STD) is 14% **(60% of average STD operating ratio of 24%)**.

A complete list of Suburban Transit routes ranked on an operating ratio basis can be found in the Appendix. Routes below the line on the chart exceed the minimum acceptable operating ratio. For this update, the following routes fall below the acceptable operating ratio level:

### **Routes That Rank Below the Minimum Acceptable Operating Ratio for Suburban Transit**

<u>Route</u>	<u>Operating Ratio</u>
128	13%
95	12%
91	12%
92	10%
206	10%
150***	2%

\*\*\* Out of Service Routing in Revenue Service

### **Regional Rail Division**

For FY 2021, the minimum acceptable operating ratio for RRD routes is 23% (**60% of the average operating ratio of 38%**). The Chestnut Hill East Line is below the standard by six percentage points (17%). The Airport Line is below the standard by eight percentage points (15%). Both will be reviewed to determine if there are ways to improve its operation and ridership.

The minimum economic performance standard for a railroad station is *75 daily boarding or alighting passengers*. Based on 2017 station counts (the latest currently available), the following railroad stations fall below the standard:

<b>Station</b>	<b>Line</b>	<b>Weekday Boarding</b>	<b>Weekday Alighting</b>
Highland	Chestnut Hill West	70	55
Crestmont	Warminster	66	74
Wister	Chestnut Hill East	64	49
Wynnefield Avenue	Cynwyd	58	49
New Britain	Lansdale/Doylestown	50	44
North Philadelphia	Chestnut Hill West	45	24
Eddystone	Wilmington/Newark	43	43
49 <sup>th</sup> Street	Media/Elwyn	42	49
Angora	Media/Elwyn	26	28
Link Belt	Lansdale/Doylestown	23	20



## **APPENDICES**

## **Cost Methodology Explanation**

### **City and Suburban Transit Divisions**

The costing of service for City and Suburban Transit Divisions utilize the factors listed in the Annual Route Performance Review section. It is based on an FTA recommended cost model. Unit cost components used are vehicle miles, work hours and peak vehicle expense. While fully allocated, vehicle mile and work hour costs are used for all planning projects; an incremental, not fully allocated, peak vehicle cost is used. The peak vehicle cost captures the incremental overhead costs associated with route change proposals that include those overhead expenses that vary in relation to the amount of service provided, such as supervision and to a lesser extent, revenue collection, procurement and human resources. For example, the incremental peak vehicle overhead expenses for CTD (\$48,080) represent 23.1% of the CTD fully allocated bus peak vehicle rate of \$208,100.

For the purpose of the Annual Route Performance Review, fully allocated peak vehicle expenses are used, which include all overhead costs since the review provides a system-wide comparison. These overhead expenses are required by the Authority, but generally do not vary directly with the service provided. For example, storerooms, facility maintenance, finance and police are not applicable.

### **Regional Rail Division**

The costing of service for the Regional Rail Division utilizes the cost factors listed in the Annual Route and Station Performance Review Section.

# Annual Route Performance Review

## Definitions and Charts

### City and Suburban Transit Divisions and Regional Rail Division

#### Definitions

**Fully Allocated Cost [F/A]** = (vehicle hours x unit cost) + (vehicle miles x unit cost) + (peak vehicles x fully allocated unit cost).

**Incremental Cost [I/C]** = (vehicle hours x unit cost) + (vehicle miles x unit cost) + (peak vehicles x incremental unit cost)

**Revenue** = passenger revenue based on the average divisional fare

**Passengers** = number of total boardings, i.e., "unlinked" passengers

### **FY 2021 Annual Service Plan Operating Costs and Average Fares**

***Based on the Route Operating Ratio (ROR) Report for FY 2019 Results***

#### UNIT COSTS

<u>DIVISION</u>	<u>Hours</u>	<u>Miles</u>	<u>Incremental</u>	<u>Peak Vehicle Cost Fully Allocated</u>	<u>Average Fare</u>
<b>CITY TRANSIT</b>					
Bus	\$63.75	\$3.09	\$48,080	\$208,100	\$1.20
Trolley	\$63.75	\$6.29	\$68,890	\$424,900	\$1.20
Trackless	\$63.75	\$2.91	\$38,060	\$216,800	\$1.20
High Speed	\$22.32	\$2.92	\$104,530	\$622,000	\$1.20
<b>SUBURBAN TRANSIT – VICTORY DISTRICT</b>					
Bus	\$69.45	\$1.96	\$35,560	\$110,500	\$1.35
Trolley	\$69.45	\$4.97	\$45,580	\$326,600	\$1.35
NHSL	\$69.45	\$3.40	\$48,140	\$390,200	\$1.35
<b>SUBURBAN TRANSIT – FRONTIER DISTRICT</b>					
Bus	\$52.61	\$1.64	\$28,500	\$94,300	\$1.55
<b>REGIONAL RAIL</b>	\$96.10	\$3.44	\$70,510	\$612,500	\$4.13

**CITY TRANSIT**  
**Annual Route Performance Review – Based on FY 2019 ROR Report**

<u>CTD Route</u>	<u>Vehicle Hours</u>	<u>Vehicle Miles</u>	<u>Peak Vehicle s</u>	<u>Weekday Passenger s</u>	<u>Annual Passenger s</u>	<u>Passenge r Revenue</u>	<u>Fully Allocated Expenses</u>	<u>Operatin g Ratio</u>
60	51,300	383,960	11	10,378	2,968,097	\$3,573,589	\$6,746,325	53%
59	16,540	144,460	7	4,068	1,182,018	\$1,423,150	\$2,992,439	48%
54	43,636	270,770	9	7,178	2,153,400	\$2,592,694	\$5,491,720	47%
66	40,573	384,734	14	8,950	2,607,562	\$3,139,505	\$6,741,502	47%
6	36,717	266,560	8	5,944	1,783,200	\$2,146,973	\$4,829,478	45%
46	30,506	210,820	8	4,987	1,496,100	\$1,801,304	\$4,261,266	42%
79	33,166	201,450	8	5,066	1,519,800	\$1,829,839	\$4,401,898	42%
R	58,020	565,130	12	8,964	2,689,200	\$3,237,797	\$7,942,687	41%
17	69,114	464,650	14	9,359	2,807,700	\$3,380,471	\$8,755,729	39%
33	78,488	539,740	17	11,550	3,319,697	\$3,996,915	\$10,581,756	38%
21 *	72,830	527,697	16	10,428	2,983,097	\$3,591,649	\$9,603,692	37%
47	111,253	946,560	28	16,382	4,771,111	\$5,744,418	\$15,845,026	36%
3	57,207	451,590	14	7,909	2,372,700	\$2,856,731	\$7,956,254	36%
8	13,744	119,750	4	2,431	619,905	\$746,366	\$2,078,739	36%
11	53,602	475,239	18	13,480	4,108,005	\$5,025,663	\$14,055,886	36%
56	67,030	586,330	20	10,912	3,008,278	\$3,621,967	\$10,247,571	35%
34	53,043	434,752	16	12,413	3,782,570	\$4,554,214	\$12,915,713	35%
26	68,612	582,170	18	10,068	2,900,381	\$3,492,059	\$9,919,336	35%
65	53,788	586,950	13	7,635	2,290,500	\$2,757,762	\$7,948,423	35%
18	110,073	1,082,340	28	15,700	4,566,511	\$5,498,079	\$16,189,357	34%
13	56,072	501,370	19	13,364	4,072,625	\$4,903,441	\$14,802,682	33%
52	88,909	707,650	24	12,038	3,493,195	\$4,205,807	\$12,849,799	33%
29	32,297	225,480	10	4,325	1,297,500	\$1,562,190	\$4,836,986	32%
K	63,133	588,160	16	8,116	2,434,800	\$2,931,499	\$9,172,299	32%
10	51,466	441,558	17	11,589	3,531,250	\$4,251,625	\$13,282,864	32%
48	61,577	434,370	15	7,656	2,296,800	\$2,765,347	\$8,761,783	32%

						\$1,784,86		
XH	38,502	366,486	10	4,834	1,482,444	3	\$5,668,289	32%
						\$2,720,92		
70*	59,454	604,930	15	7,533	2,259,900	0	\$8,781,449	31%
						\$2,530,92		
4	58,053	541,912	14	7,007	2,102,100	8	\$8,289,285	31%
75	14,132	126,263	8	2,616	758,034	\$912,673	\$3,002,723	30%
		1,115,92				\$5,061,72	\$16,699,37	
G	106,652	0	31	14,400	4,204,089	3	4	30%
						\$2,033,19		
16	54,545	421,768	10	5,629	1,688,700	5	\$6,861,915	30%
						\$1,480,19		
31	34,791	294,070	9	4,098	1,229,400	8	\$4,999,812	30%
						\$3,312,64	\$11,394,59	
15	54,590	379,910	13	9,032	2,751,365	3	9	29%
		1,007,06				\$4,565,10	\$15,769,60	
23	116,931	0	25	13,117	3,791,611	0	9	29%
73	22,429	197,520	4	2,226	667,800	\$804,031	\$2,872,751	28%
						\$2,389,69		
40	60,268	541,750	15	6,616	1,984,800	9	\$8,638,119	28%
						\$4,673,19	\$16,952,38	
36	62,087	579,485	22	12,737	3,881,389	2	3	28%

**CITY TRANSIT**  
**Annual Route Performance Review – Based on FY 2019 ROR Report**

<b><u>CTD Route</u></b>	<b><u>Vehicle Hours</u></b>	<b><u>Vehicle Miles</u></b>	<b><u>Peak Vehicles</u></b>	<b><u>Weekday Passengers</u></b>	<b><u>Annual Passengers</u></b>	<b><u>Passenger Revenue</u></b>	<b><u>Fully Allocated Expenses</u></b>	<b><u>Operating Ratio</u></b>
64	47,391	425,600	13	5,247	1,574,100	\$1,895,216	\$7,042,017	27%
57	90,402	861,710	24	9,765	2,929,500	\$3,527,118	\$13,421,029	26%
58*	74,649	832,660	18	8,062	2,418,600	\$2,911,994	\$11,078,233	26%
45	54,026	352,880	12	5,048	1,514,400	\$1,823,338	\$7,032,201	26%
7	51,214	463,670	11	4,895	1,468,500	\$1,768,074	\$6,987,146	25%
53	27,764	240,210	6	2,555	766,500	\$922,866	\$3,761,029	25%
5	34,864	295,840	9	3,386	1,015,800	\$1,223,023	\$5,009,936	24%
42*	86,501	644,963	17	7,379	2,213,700	\$2,665,295	\$11,045,744	24%
25	40,336	397,300	11	4,030	1,209,000	\$1,455,636	\$6,088,547	24%
43	34,682	294,870	8	3,170	951,000	\$1,145,004	\$4,787,216	24%
2	52,231	397,600	14	4,881	1,464,300	\$1,763,017	\$7,472,185	24%
39	24,715	195,150	6	2,210	663,000	\$798,252	\$3,427,408	23%
14*	75,839	965,240	16	7,149	2,144,700	\$2,582,219	\$11,147,536	23%
50	25,165	291,332	4	1,672	643,720	\$775,039	\$3,337,061	23%
H	45,200	429,684	14	4,644	1,360,956	\$1,638,591	\$7,123,071	23%
12	32,417	220,250	5	2,393	717,900	\$864,352	\$3,787,881	23%
J	28,646	261,980	6	2,448	734,400	\$884,218	\$3,884,529	23%
L	67,529	698,740	20	6,641	1,992,300	\$2,398,729	\$10,626,731	23%
67	47,708	586,800	12	4,556	1,366,800	\$1,645,627	\$7,352,216	22%
22*	47,534	562,780	10	4,226	1,267,800	\$1,526,431	\$6,850,663	22%
"400"	18,323	260,669	42	10,750	1,934,996	\$2,329,735	\$10,714,630	22%

9*	48,805	568,490	12	4,540	1,362,000	\$1,639,848	\$7,737,588	21%
20	59,399	761,048	13	5,136	1,540,800	\$1,855,123	\$8,844,109	21%
55	62,501	739,220	14	5,264	1,579,200	\$1,901,357	\$9,182,545	21%
32	51,895	504,040	14	4,344	1,303,200	\$1,569,053	\$7,779,664	20%
61	46,000	412,532	11	3,589	1,076,700	\$1,296,347	\$6,496,717	20%
84	38,145	464,270	10	3,288	986,400	\$1,187,626	\$5,947,680	20%
19*	15,887	189,900	5	1,402	420,600	\$506,402	\$2,640,246	19%
24*	27,743	285,420	7	2,167	650,100	\$782,720	\$4,107,508	19%
28*	22,421	256,470	6	1,810	543,000	\$653,772	\$3,470,634	19%
30	16,279	153,380	4	1,181	354,300	\$426,577	\$2,344,271	18%
68*	25,240	416,610	4	1,875	562,500	\$677,250	\$3,728,952	18%
Boulevard Direct*	48,006	682,740	10	3,340	1,002,000	\$1,206,408	\$6,627,075	18%
1	31,138	417,450	9	2,631	755,097	\$909,137	\$5,148,164	18%

\* Route with suburban characteristics

**CITY TRANSIT**  
**Annual Route Performance Review – Based on FY 2019 ROR Report**

<u>CTD Route</u>	<u>Vehicle Hours</u>	<u>Vehicle Miles</u>	<u>Peak Vehicles</u>	<u>Weekday Passengers</u>	<u>Annual Passengers</u>	<u>Passenger Revenue</u>	<u>Fully Allocated Expenses</u>	<u>Operating Ratio</u>
<b><u>Minimum Acceptable Operating Ratio 17% (60% of City Transit Average of 29%)</u></b>								
38	36,705	381,350	9	2,602	780,600	\$939,842	\$5,391,534	17%
47M	10,760	64,020	4	824	247,200	\$297,629	\$1,716,291	17%
37*	48,733	651,250	9	3,303	990,900	\$1,193,044	\$6,992,358	17%
44*	44,796	547,170	13	3,414	1,024,200	\$1,233,137	\$7,252,226	17%
88*	31,525	292,740	7	1,996	598,800	\$720,955	\$4,371,245	17%
89	27,993	277,800	6	1,704	511,200	\$615,485	\$3,891,782	16%

**Minimum Acceptable Operating Ratio 14% (for Routes with Suburban Characteristics)**

27*	60,763	785,900	17	3,953	1,185,900	\$1,427,824	\$10,212,350	14%
77*	15,790	167,980	2	723	216,900	\$261,148	\$1,941,972	13%
78	2,117	40,760	0	103	26,265	\$31,623	\$260,915	12%
49**	15,013	101,990	11	1,602	166,608	\$200,596	\$1,869,905	11%
80	4,694	62,370	1	140	35,700	\$42,983	\$700,103	6%
35*	5,762	53,270	1	111	33,300	\$40,093	\$740,074	5%
62*	4,000	31,738	4	171	43,605	\$52,500	\$1,185,562	4%

\* Route with suburban characteristics

\*\* New route, February 2019

**SUBURBAN TRANSIT**  
**Annual Route Performance Review – Based on FY 2019 ROR Report**

<u>Suburban Route</u>	<u>Vehicle Hours</u>	<u>Vehicle Miles</u>	<u>Peak Vehicles</u>	<u>Weekday Passengers</u>	<u>Annual Passengers</u>	<u>Passenger Revenue</u>	<u>Fully Allocated Expenses</u>	<u>Operating Ratio</u>
109	42,509	474,074	9	4474	1,404,836	\$1,893,719	\$4,876,883	39%
113	64,285	760,260	15	6787	2,131,118	\$2,872,747	\$7,613,723	38%
108	55,542	557,794	11	5274	1,656,036	\$2,232,337	\$6,167,284	36%
102	22,176	193,160	6	3888	1,144,979	\$1,533,669	\$4,460,308	34%
103	15,360	139,662	4	1362	428,432	\$577,526	\$1,782,769	32%
98	15,997	180,518	4	961	288,300	\$442,541	\$1,514,851	29%
131	12,209	96,990	3	669	191,560	\$314,045	\$1,084,279	29%
105	15,218	149,382	4	1147	360,922	\$486,523	\$1,791,978	27%
106	15,988	177,901	5	1251	373,559	\$503,558	\$2,011,908	25%
104	42,431	630,795	10	3088	969,632	\$1,307,064	\$5,289,453	25%
114	27,029	375,513	6	1898	596,733	\$804,396	\$3,276,921	25%
101	29,948	312,438	9	3844	1,131,999	\$1,526,246	\$6,569,922	23%
94	11,431	199,324	1	514	154,200	\$236,697	\$1,022,577	23%
110	28,269	315,697	8	1880	591,081	\$796,777	\$3,466,680	23%
93	26,571	467,920	6	1306	391,800	\$621,413	\$2,731,089	23%
96	29,168	373,510	6	1339	399,250	\$612,849	\$2,712,885	23%
97	15,879	177,795	3	656	196,800	\$301,381	\$1,409,878	21%
124	40,722	753,009	8	1892	565,154	\$880,559	\$4,140,483	21%
112	16,570	168,908	5	1015	319,471	\$430,647	\$2,034,684	21%
126	10,715	116,162	3	638	201,122	\$271,112	\$1,303,567	21%
129	21,607	426,680	3	946	283,800	\$435,633	\$2,119,399	21%
99	29,174	439,285	7	1301	387,850	\$595,350	\$2,915,371	20%
120	8,832	143,399	2	531	167,495	\$225,783	\$1,115,731	20%
117	36,854	525,832	6	1984	623,737	\$840,797	\$4,254,193	20%
107	18,478	207,485	5	1042	311,277	\$419,601	\$2,242,883	19%
115	23,018	316,828	4	1174	369,397	\$497,947	\$2,662,217	19%
111	28,647	381,975	6	1473	463,283	\$624,505	\$3,401,969	18%
201	3,472	40,400	1	160	40,800	\$62,628	\$343,219	18%
125	41,677	717,887	9	2219	697,527	\$940,266	\$5,297,462	18%
90	11,471	137,801	3	439	127,310	\$195,421	\$1,112,383	18%
123	16,886	354,141	4	893	281,163	\$379,008	\$2,309,557	16%
118	10,890	142,973	2	511	153,039	\$206,297	\$1,257,824	16%
130	18,537	325,446	4	627	188,100	\$288,734	\$1,886,163	15%
132	11,840	191,482	2	383	111,070	\$170,492	\$1,125,533	15%
133	2,391	37,613	1	93	26,970	\$41,399	\$281,776	15%
119	16,807	257,798	3	687	216,479	\$291,814	\$2,004,546	15%



**SUBURBAN TRANSIT**  
**Annual Route Performance Review – Based on FY 2019 ROR Report**

<u>Suburban Route</u>	<u>Vehicle Hours</u>	<u>Vehicle Miles</u>	<u>Peak Vehicles</u>	<u>Weekday Passengers</u>	<u>Annual Passengers</u>	<u>Passenger Revenue</u>	<u>Fully Allocated Expenses</u>	<u>Operating Ratio</u>
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**Minimum Acceptable Operating Ratio 14% (60% of Suburban Average of 25%)**

127	9,712	207,057	2	326	94,340	\$144,812	\$1,039,122	14%
139	13,021	218,841	3	409	118,610	\$182,066	\$1,326,834	14%
128	12,818	232,573	4	407	118,030	\$181,176	\$1,432,975	13%
95	19,712	253,136	5	524	151,960	\$233,259	\$1,923,691	12%
91	937	4,956	0	-	4,400	\$6,754	\$57,423	12%
92	14,041	270,538	3	327	94,830	\$145,564	\$1,465,280	10%
206	4,506	72,312	2	135	34,425	\$52,842	\$544,253	10%
150*	4,378	100,397	1	22	6,380	\$9,793	\$489,277	2%

\* Out of Service Routing in Revenue Service

**CONTRACT OPERATIONS**  
**Annual Route Performance Review – Based on FY 2019 ROR Report**

<u>Route</u>	<u>Vehicle Hours</u>	<u>Vehicle Miles</u>	<u>Peak Vehicles</u>	<u>Weekday Passengers</u>	<u>Annual Passengers</u>	<u>Passenger Revenue</u>	<u>Fully Allocated Expenses</u>	<u>Operating Ratio</u>
310 (Horsham Breeze Red)	6,149	89,320	4	319	89,320	\$138,267	\$543,295	25%
311 (Horsham Breeze Blue)	5,578	64,952	4	179	50,120	\$77,586	\$492,845	16%
316 (LUCY)****	13,184	98,584	12	2,784	709,845	\$187,540	\$1,525,597	12%
204	8,741	132,613	3	123	36,654	\$56,740	\$654,815	9%
205	2,769	32,747	3	38	9,690	\$15,000	\$274,420	5%

\*\*\*\* LUCY operating expense is fully funded by the University City District (UCD)

NOTE: Route 205 operated during the entirety of FY 2019 but was discontinued on September 1, 2019.

## **Annual Station Performance Review**

**CITY TRANSIT DIVISION**  
**Annual Station Performance Review – Based on FY 2019 Data**

<b>MARKET-FRANKFORD LINE STATION</b>	<b>AVERAGE WEEKDAY</b>	<b>SCHEDULED TRIPS</b>	<b>STATION ECONOMIC PERFORMANCE</b>
Frankford Transportation Center	15,944	380	41.96
Arrott Transportation Center	3,589	379	9.47
Church	1,112	339	3.28
Erie-Torresdale	3,734	379	9.85
Tioga	1,572	339	4.64
Allegheny	5,351	379	14.12
Somerton	1,900	339	5.60
Huntingdon	2,341	339	6.91
York-Dauphin	1,523	339	4.49
Berks	2,526	339	7.45
Girard	4,898	379	12.92
Spring Garden	3,073	379	8.11
2nd Street	3,650	378	9.66
5th Street - Independence Hall	3,430	378	9.07
8th Street	10,369	378	27.43
11th Street	7,210	378	19.07
13th Street	7,219	378	19.10
15th Street	29,896	379	78.88
30th Street	7,140	378	18.89
34th Street	7,101	378	18.79
40th Street	6,318	378	16.71
46th Street	4,594	378	12.15
52nd Street	6,501	378	17.20
56th Street	5,317	378	14.07
60th Street	4,397	378	11.63
63rd Street	2,033	338	6.01
Millbourne	458	338	1.36
69th Street Transportation Center	14,931	379	39.40

NOTE: Ridership totals based on turnstile entry and excludes free interchange ridership

**CITY TRANSIT DIVISION**  
**Annual Station Performance Review – Based on FY 2018 Data**

<b>BROAD STREET LINE AND BROAD-RIDGE SPUR STATIONS</b>	<b>AVERAGE WEEKDAY</b>	<b>SCHEDULED TRIPS</b>	<b>STATION ECONOMIC PERFORMANCE</b>
Fern Rock Transportation Center	4,220	524	8.05
Olney Transportation Center	15,109	596	25.35
Logan	2,325	270	8.61
Wyoming	1,890	270	7.00
Hunting Park	2,787	270	10.32
Erie	7,318	596	12.28
Allegheny	3,769	270	13.96
North Philadelphia	3,830	436	8.78
Susquehanna-Dauphin	3,157	270	11.69
Cecil B. Moore/Temple University	7,074	270	26.20
Girard	3,716	596	6.23
Fairmount	5,541	218	25.42
Spring Garden	5,555	430	12.92
Race-Vine/Convention Center	2,700	430	6.28
City Hall	2,265	430	5.27
Walnut-Locust	7,159	430	16.65
Lombard-South	2,740	270	10.15
Ellsworth-Federal	3,499	270	12.96
Tasker-Morris	4,705	270	17.43
Snyder	5,421	270	20.08
Oregon	3,791	270	14.04
NRG (formerly AT&T)	4,295	270	15.91
Chinatown	343	436	0.79
8th-Market	2,612	436	5.99

NOTE: Ridership totals based on turnstile entry and excludes free interchange ridership

**SUBURBAN TRANSIT DIVISION**  
**Annual Station Performance Review - Based on FY 2018 Data**

<b>NORRISTOWN HIGH SPEED LINE</b>	<b>BOARDS</b>	<b>LEAVES</b>	<b>TOTAL</b>	<b>SCHEDULED TRIPS</b>	<b>STATION ECONOMIC PERFORMANCE</b>
Norristown Transportation Center	1,441	1,419	2,860	188	15.21
Bridgeport	106	113	219	188	1.16
DeKalb Street	314	207	521	188	2.77
Hughes Park	339	314	653	260	2.51
Gulph Mills	577	580	1,157	260	4.45
Matsonford	32	34	66	248	0.27
County Line	14	14	28	248	0.11
Radnor	462	427	889	260	3.42
Villanova	357	391	748	248	3.02
Stadium*	*	*	*	*	N/A
Garrett Hill	113	144	257	248	1.04
Roberts Road	65	76	141	248	0.57
Bryn Mawr	562	593	1,155	261	4.43
Haverford	145	147	292	257	1.14
Ardmore Avenue	116	121	237	257	0.92
Ardmore Junction	500	464	964	273	3.53
Wynnewood Road	140	157	297	257	1.16
Beechwood-Brookline	210	207	417	257	1.62
Penfield	288	243	531	261	2.03
Township Line Road	83	126	209	257	0.81
Parkview	66	85	151	257	0.59
69th Street Transportation Center	4,965	5,011	9,976	273	36.54

\* Stadium Station was closed for construction, but has been reopened subsequently

**SUBURBAN TRANSIT DIVISION**  
**Annual Station Performance Review - Based on FY 2018 Data**

<b>ROUTE 101</b>	<b>BOARDS</b>	<b>LEAVES</b>	<b>TOTAL</b>	<b>SCHEDULED TRIPS</b>	<b>STATION ECONOMIC PERFORMANCE</b>
Orange Street	129	124	253	102	2.48
Veterans Square	39	66	105	102	1.03
Olive Street	49	67	116	102	1.14
Jackson Street	69	80	149	102	1.46
Monroe Street	45	51	96	102	0.94
Edgmont Street	22	21	43	102	0.42
Manchester Avenue	31	43	74	102	0.73
Providence Road	172	125	297	106	2.80
Beatty Road	23	18	41	106	0.39
Pine Ridge	17	16	33	106	0.31
Paper Mill Road	6	9	15	106	0.14
Springfield Mall	102	97	199	106	1.88
Thomson Avenue	26	29	55	106	0.52
Woodland Avenue	55	54	109	138	0.79
Leamy Avenue	30	27	57	138	0.41
Saxer Avenue	68	57	125	138	0.91
Springfield Road	87	72	159	138	1.15
Scenic Road	89	84	173	138	1.25
Drexeline	109	110	219	138	1.59
Drexelbrook	103	96	199	138	1.44
Anderson Avenue	112	82	194	138	1.41
Aronimink	155	166	321	138	2.33
School Lane	49	62	111	138	0.80
Huey Avenue	48	49	97	138	0.70
Drexel Hill Junction	130	164	294	138	2.13
Irvington Road	24	38	62	138	0.45
Drexel Park	24	24	48	138	0.35
Lansdowne Avenue	226	295	521	138	3.78
Congress Avenue	52	39	91	138	0.66
Beverly Boulevard	131	119	250	138	1.81
Hilltop Road	101	112	213	138	1.54
Avon Road	120	116	236	138	1.71
Walnut Street	80	88	168	138	1.22
Fairfield Avenue	54	59	113	138	0.82
69th Street Transportation Center	1,599	1,517	3,116	138	22.58

**SUBURBAN TRANSIT DIVISION**  
**Annual Station Performance Review - Based on FY 2018 Data**

<b>ROUTE 102</b>	<b>BOARDS</b>	<b>LEAVES</b>	<b>TOTAL</b>	<b>SCHEDULED TRIPS</b>	<b>STATION ECONOMIC PERFORMANCE</b>
Sharon Hill	443	475	918	124	7.40
MacDade Boulevard	183	163	346	124	2.79
Andrews Avenue	56	48	104	124	0.84
Bartram Avenue	42	48	90	124	0.73
North Street	129	130	259	126	2.06
Magnolia Avenue	33	42	75	126	0.60
Providence Road	64	78	142	126	1.13
Clifton-Aldan	80	68	148	126	1.17
Springfield Road	93	72	165	126	1.31
Penn Street	40	34	74	126	0.59
Baltimore Avenue	192	224	416	126	3.30
Creek Road	21	19	40	126	0.32
Marshall Road	97	84	181	126	1.44
Drexel Manor	67	75	142	126	1.13
Garrettford	99	120	219	126	1.74
Drexel Hill Junction	157	139	296	126	2.35
Irvington Road	41	23	64	126	0.51
Drexel Park	28	38	66	126	0.52
Lansdowne Avenue	337	296	633	126	5.02
Congress Avenue	54	64	118	126	0.94
Beverly Boulevard	150	128	278	126	2.21
Hilltop Road	53	109	162	126	1.29
Avon Road	129	113	242	126	1.92
Walnut Street	71	98	169	126	1.34
Fairfield Avenue	55	51	106	126	0.84
69th Street Transportation Center	1,586	1,561	3,147	126	24.98

<b>ROUTES 101 AND 102 TRUNK STATIONS</b>	<b>BOARDS</b>	<b>LEAVES</b>	<b>TOTAL</b>	<b>SCHEDULED TRIPS</b>	<b>STATION ECONOMIC PERFORMANCE</b>
Drexel Hill Junction	287	303	590	264	2.23
Irvington Road	65	61	126	264	0.48
Drexel Park	52	62	114	264	0.43
Lansdowne Avenue	563	591	1,154	264	4.37
Congress Avenue	106	103	209	264	0.79
Beverly Boulevard	281	247	528	264	2.00
Hilltop Road	154	221	375	264	1.42
Avon Road	249	229	478	264	1.81
Walnut Street	151	186	337	264	1.28
Fairfield Avenue	109	110	219	264	0.83
69th Street Transportation Center	3,185	3,078	6,263	264	23.72



**REGIONAL RAIL DIVISION**  
**Annual Performance Review - Based on FY 2019 Results**

<b><u>Branch</u></b>	<b><u>Vehicle Hours</u></b>	<b><u>Vehicle Miles</u></b>	<b><u>Peak Cars</u></b>	<b><u>Daily Passengers</u></b>	<b><u>Annual Passengers</u></b>	<b><u>Annual Revenue</u></b>	<b><u>Operating Ratio</u></b>
Manayunk/Norristown	53,684	1,396,776	22	11,486	3,289,470	\$13,448,647	58%
Lansdale/Doylestown	167,672	3,191,948	41	17,306	4,970,220	\$23,458,247	48%
Media/Elwyn	64,484	1,099,643	28	11,202	3,016,230	\$10,990,425	45%
West Trenton	108,452	2,521,616	40	12,031	3,394,380	\$17,312,192	43%
Paoli/Thorndale	177,724	3,508,674	62	21,284	6,170,950	\$28,114,114	40%
Warminster	67,350	1,353,217	18	7,667	2,294,350	\$7,451,702	35%
Trenton	119,885	3,019,233	39	11,132	3,253,550	\$17,699,312	34%
Fox Chase	37,090	634,788	12	4,560	1,247,750	\$3,805,638	34%
Chestnut Hill West	42,857	736,601	12	4,463	1,282,680	\$54,596,264	30%
Cynwyd	2,147	34,836	2	505	130,410	\$417,312	26%
Wilmington/Newark	94,682	1,363,217	30	8,917	2,498,350	\$8,870,172	25%

**Minimum Acceptable Operating Ratio 23% (60% of RRD Average of 38%)**

Chestnut Hill East	45,515	782,465	13	3,874	1,124,380	\$2,529,855	17%
Airport	51,788	1,051,021	15	4,686	1,518,250	\$2,672,120	15%

**REGIONAL RAIL DIVISION**  
**Annual Station Performance Review Based on 2017 Data**

STATION	TOTAL WEEKDAY		LINE
	BOARDS	LEAVES	
Suburban Station	25,062	25,062	All
Jefferson Station	12,122	12,122	All except Cynwyd
30 <sup>th</sup> Street Station	9,920	9,920	All
Temple University	3,191	2,682	All except Cynwyd
University City	2,605	2,518	Airport, Media/Elwyn, Wilmington/Newark
Cornwells Heights	1,505	1,394	Trenton
Fox Chase	1,446	1,091	Fox Chase
Lansdale	1,424	1,153	Lansdale/Doylestown
Jenkintown-Wyncote	1,246	1,702	Lansdale/Doylestown, Warminster, West Trenton
Trenton	1,241	1,176	Trenton
Torresdale	1,227	833	Trenton
Glenside	1,213	942	Lansdale/Doylestown, Warminster
Ambler	1,138	881	Lansdale/Doylestown
Fort Washington	1,125	875	Lansdale/Doylestown
Paoli	1,114	1,136	Paoli/Thorndale
Warminster	1,058	1,110	Warminster
North Wales	974	855	Lansdale/Doylestown
Bryn Mawr	937	930	Paoli/Thorndale
Wilmington	878	632	Wilmington/Newark
Norristown Transportation Center	856	781	Manayunk/Norristown
East Falls	835	752	Manayunk/Norristown
Ardmore	821	749	Paoli/Thorndale
Malvern	811	825	Paoli/Thorndale
Swarthmore	790	670	Media/Elwyn
Strafford	780	621	Paoli/Thorndale
Overbrook	774	717	Paoli/Thorndale
Conshohocken	771	747	Manayunk/Norristown
Wynnewood	765	561	Paoli/Thorndale
Somerton	724	627	West Trenton
Manayunk	723	571	Manayunk/Norristown
Narberth	714	713	Paoli/Thorndale
Ivy Ridge	703	782	Manayunk/Norristown
Primos	652	703	Media/Elwyn
Fern Rock	650	779	Lansdale/Doylestown, Warminster, West Trenton
Bethayres	636	630	West Trenton
Exton	627	522	Paoli/Thorndale
Pennbrook	615	568	Lansdale/Doylestown
Morton	612	693	Media/Elwyn
Philmont	595	614	West Trenton
Woodbourne	592	558	West Trenton

**REGIONAL RAIL DIVISION**  
**Annual Station Performance Review Based on 2017 Data**

STATION	TOTAL WEEKDAY		LINE
	BOARDS	LEAVES	
Radnor	586	749	Paoli/Thorndale
Secane	564	499	Media/Elwyn
Levittown	548	573	Trenton
Marcus Hook	545	587	Wilmington/Newark
Claymont	534	608	Wilmington/Newark
Wayne	526	571	Paoli/Thorndale
Wissahickon	520	557	Manayunk/Norristown
Media	512	492	Media/Elwyn
Spring Mill	509	521	Manayunk/Norristown
Melrose Park	507	301	Lansdale/Doylestown, Warminster, West Trenton
Hatboro	500	530	Warminster
Colmar	494	328	Lansdale/Doylestown
Croydon	486	248	Trenton
Holmesburg Junction	471	441	Trenton
Villanova	466	447	Paoli/Thorndale
Devon	455	364	Paoli/Thorndale
Miquon	444	442	Manayunk/Norristown
Queen Lane	427	352	Chestnut Hill West
Thorndale	427	374	Paoli/Thorndale
Airport Terminal B	425	387	Airport
Elwyn	425	369	Media/Elwyn
Airport Terminal C & D	418	359	Airport
Trevose	412	377	West Trenton
Whitford	408	420	Paoli/Thorndale
Langhorne	404	426	West Trenton
Haverford	404	328	Paoli/Thorndale
Airport Terminal A	400	486	Airport
Willow Grove	388	349	Warminster
Airport Terminal E & F	388	289	Airport
Stenton	382	393	Chestnut Hill East
Bristol	375	384	Trenton
Wayne Junction	375	291	Lansdale/Doylestown, Warminster, West Trenton, Fox Chase, Chestnut Hill East
Forest Hills	367	378	West Trenton
Berwyn	363	329	Paoli/Thorndale
Cheltenham Avenue	359	307	Chestnut Hill West
Ryers	357	330	Fox Chase
Upsal	356	305	Chestnut Hill West
Eastwick	354	400	Airport
Yardley	349	328	Trenton
Carpenter	342	342	Chestnut Hill West
Rosemont	323	321	Paoli/Thorndale

**REGIONAL RAIL DIVISION**  
**Annual Station Performance Review Based on 2017 Data**

STATION	TOTAL WEEKDAY		LINE
	BOARDS	LEAVES	
Lansdowne	321	337	Media/Elwyn
Churchmans Crossing	321	330	Wilmington/Newark
Neshaminy Falls	319	292	West Trenton
Newark	318	238	Wilmington/Newark
Doylestown	317	241	Lansdale/Doylestown
Allen Lane	310	307	Chestnut Hill West
Chestnut Hill West	308	370	Chestnut Hill West
Elkins Park	302	406	Lansdale/Doylestown, Warminster, West Trenton
Elm Street	300	254	Manayunk/Norristown
Cheltenham	293	251	Fox Chase
Downingtown	291	312	Paoli/Thorndale
Roslyn	285	238	Warminster
Wallingford	280	287	Media/Elwyn
Clifton-Aldan	269	276	Media/Elwyn
Norwood	267	238	Wilmington/Newark
Sedgwick	258	246	Chestnut Hill East
Daylesford	258	232	Paoli/Thorndale
Oreland	243	239	Lansdale/Doylestown
St. Davids	242	278	Paoli/Thorndale
Chestnut Hill East	224	208	Chestnut Hill East
Chester Transportation Center	222	243	Wilmington/Newark
Moylan-Rose Valley	221	265	Media/Elwyn
Ridley Park	217	227	Wilmington/Newark
Gwynedd Valley	214	219	Lansdale/Doylestown
Mount Airy	208	216	Chestnut Hill East
North Hills	208	198	Lansdale/Doylestown
St. Martins	201	161	Chestnut Hill West
Penllyn	200	221	Lansdale/Doylestown
Noble	197	229	West Trenton
North Philadelphia	195	259	Trenton
Gladstone	195	217	Media/Elwyn
Tulpehocken	194	197	Chestnut Hill West
Tacony	192	200	Trenton
Main Street	185	190	Manayunk/Norristown
Prospect Park	182	176	Wilmington/Newark
Glenolden	170	200	Wilmington/Newark
Olney	170	153	Fox Chase
Lawndale	168	181	Fox Chase
Folcroft	167	153	Wilmington/Newark
Bridesburg	164	164	Trenton
Washington Lane	162	177	Chestnut Hill East
Ardsley	146	157	Warminster

**REGIONAL RAIL DIVISION**  
**Annual Station Performance Review Based on 2017 Data**

STATION	TOTAL WEEKDAY		LINE
	BOARDS	LEAVES	
North Broad	142	136	Manayunk/Norristown, Lansdale/Doylestown
Meadowbrook	122	110	West Trenton
Rydal	121	124	West Trenton
Wyndmoor	109	613	Chestnut Hill East
Chalfont	108	115	Lansdale/Doylestown
Germantown	102	120	Chestnut Hill East
Highland Avenue	99	105	Wilmington/Newark
Sharon Hill	98	95	Wilmington/Newark
Delaware Valley University	77	83	Lansdale/Doylestown
Fernwood-Yeadon	72	113	Media/Elwyn
Highland	70	55	Chestnut Hill West
Curtis Park	68	87	Wilmington/Newark
Crestmont	66	74	Warminster
Wister	64	49	Chestnut Hill East
Crum Lynne	62	82	Wilmington/Newark
Wynnefield Avenue	58	49	Cynwyd
Eddington	53	83	Trenton
New Britain	50	44	Lansdale/Doylestown
North Philadelphia	45	24	Chestnut Hill West
Eddystone	43	43	Wilmington/Newark
49 <sup>th</sup> Street	42	49	Media/Elwyn
Angora	26	28	Media/Elwyn
Link Belt	23	20	Lansdale/Doylestown
<b>SYSTEM TOTAL</b>	<b>115,630</b>	<b>111,626</b>	

**REGIONAL RAIL DIVISION**  
**Annual Station Performance Review Based on 2017 Data**

**Low Station Performance Overview**

**Highland Station**

- This station is located on the Chestnut Hill West Line 0.50 miles from Chestnut Hill West and 0.50 miles from St. Martins Station.
- A 61-space parking lot provides off-street parking.
- The station area is not served by surface transit directly, but bus Route 23 operates nearby on Germantown Avenue and connects with the Broad Street Line at Erie Avenue Station.
- Current ridership totals 70 boardings and 55 alightings. Ridership is slightly higher from the 2015 Railroad Census (56 boardings and 61 alightings).
- The station's close proximity to Chestnut Hill West and St. Martins, both of which offer heated waiting rooms, ticket offices and parking, contributes to its lesser utilization. The station continues to serve as an overflow facility when parking demand increases at Chestnut Hill West.

**Highland Station falls below the economic threshold of 75 weekday boardings or 75 alightings. However, the available parking capacity makes this station a convenient alternative to Chestnut Hill West or Chestnut Hill East Stations when parking demand increases.**

**Crestmont Station**

- This station is located on the Warminster Line, 1.2 miles from Roslyn Station and 0.80 miles from Willow Grove Station.
- Crestmont has 20 parking spaces.
- The station area is served by surface transit Route 55 offering service to Willow Grove and Olney Transportation Center on the Broad Street Line.
- Current weekday ridership totals 66 boardings and 74 alightings.
- Crestmont has a relatively new platform including a shelter and ADA mini high level platform.

**Crestmont falls below the economic threshold of 75 weekday boardings or 75 alightings. Ridership has declined from the 2013 Census as 89 boardings and 91 alightings were noted.**

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**Low Station Performance Overview**

**Wister Station**

- This station is located on the Chestnut Hill East Line 1.00 mile from Wayne Junction Station and 0.70 miles from Germantown Station.
- Wister has no off-street parking.
- The station area is served by Route J offering service to Logan Station on the Broad Street Line.
- Current weekday ridership totals 69 boardings and 49 alightings.

**Wister falls below the economic threshold of 75 weekday boardings or 75 alightings. Ridership has increased since the 2013 Railroad Census as 53 boardings and 67 alightings were noted.**

**Wynnefield Avenue Station**

- This station is located on the Cynwyd Line, 0.8 miles from Bala Station
- Wynnefield Avenue has 71 parking spaces.
- The station area is served by surface transit Route 40, offering service to the Market-Frankford Line at 40<sup>th</sup> Street Station, University City and Lombard-South Station on the Broad Street Line
- Current weekday ridership totals 58 boardings and 49 alightings.
- Wynnefield Avenue has a new ADA compliant high level platform, including a shelter.

**Wynnefield Avenue falls below the economic threshold of 75 weekday boardings or 75 alightings. Ridership has decreased from the 2013 Census as 79 boardings and 89 alightings were noted.**

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**Low Station Performance Overview**

**New Britain Station**

- This station is located on the Lansdale/Doylestown Line 1.80 miles from Chalfont and 1.30 miles from Delaware Valley University.
- New Britain has a 39-space parking lot.
- The station area is not directly served by surface transit with Route 55 being the closest route on Easton Road. Route 55 connects with the Broad Street Line at Olney Transportation Center.
- Current ridership totals 50 boardings and 44 alightings.
- Investment has been made at New Britain with the installation of an accessible high-level platform, new passenger shelter with the goal to improve security for passengers using the station and to attract future riders.

**New Britain falls below the economic threshold of 75 weekday boardings or 75 alightings. Ridership has dipped slightly from the 2015 Railroad Census (50 boardings and 57 alightings). High-level platforms were constructed to facilitate loading and unloading of riders and ADA complaint. Travel times to/from Center City have been reduced and it is hoped that these schedule and infrastructure improvements will attract more ridership.**

**North Philadelphia (Chestnut Hill West)**

- This station is adjacent to the North Philadelphia Station on the Trenton Line
- Sidewalks and stairways provide a physical connection between Chestnut Hill West and Trenton Line trains.
- Current ridership totals 45 boardings and 24 alightings.

**North Philadelphia falls below the economic threshold of 75 weekday boardings or 75 alightings. In the 2015 Census, there were 34 boardings and 24 alightings.**



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**Low Station Performance Overview**

**Eddystone Station**

- This station is located on the Marcus Hook/Wilmington Line 1.20 miles from Crum Lynne and 1.10 miles from Chester Transportation Center.
- A small 12-space parking lot provides off-street parking.
- The station area is also served by bus Route 37, which connects with the Broad Street Line at Snyder Station.
- Current ridership totals 43 boardings and 43 alightings.
- Investment has been made at Eddystone with the installation of new passenger shelters. These improvements will improve the facility and security for passengers currently using the station, and is intended to attract more riders.

**Eddystone falls below the economic threshold of 75 weekday boardings or 75 alightings. Ridership has been reduced as 64 boardings and 63 alightings were noted in the 2015 Census.**

**49<sup>th</sup> Street Station**

- This station is located on the Media/Elwyn Line 1.50 miles from University City and 1.20 miles from Angora.
- 49<sup>th</sup> Street has no off-street parking.
- The station area is served by trolley Route 13, offering direct service to Center City.
- Current weekday ridership totals 42 boardings and 49 alightings.
- Accessible mini-high level platforms and new staircases were installed to enhance security and attract future riders.

**49<sup>th</sup> Street falls below the economic threshold of 75 weekday boardings or 75 alightings. Ridership has dipped as 71 boardings and 68 alightings were noted in the 2015 Census.**

**REGIONAL RAIL DIVISION**  
**Annual Station Performance Review Based on 2017 Data**

**Low Station Performance Overview**

**Angora Station**

- This station is located on the Media/Elwyn Line one mile from Fernwood/Yeadon and 1.20 miles from 49<sup>th</sup> Street.
- Angora has no off-street parking.
- The station area is served by surface transit Route 34 offering direct service to Center City.
- Current weekday ridership totals 22 boardings and 22 alightings.
- Investment at Angora included new staircases and platform improvements.

**Angora falls below the economic threshold of 75 weekday boardings or 75 alightings. Ridership has declined from the 2013 Census as 36 boardings and 37 alightings were noted.**

**Link Belt Station**

- This station is located on the Lansdale/Doylestown Line 2.30 miles from Chalfont and 0.60 miles from Colmar.
- Link Belt has no off-street parking. Ridership is primarily reverse peak comprised of workers destined to a nearby auto parts packaging plant.
- Current ridership totals 39 boardings and 50 alightings.
- Investment has been made at Link Belt with the installation of an accessible high-level platform and these improvements have contributed towards enhanced security for passengers using the station.

**Link Belt falls below the economic threshold of 75 weekday boardings or 75 alightings. Ridership has slightly declined from 2013 as 46 boardings and 66 alightings were noted.**